AMENDMENTS TO THE CLAIMS:

1. (Cancelled)

2. (Cancelled)

3. (Cancelled)

5. (Cancelled)

6. (Cancelled)

7. (Cancelled)

9. (Cancelled)

10. (Cancelled)

18. (Cancelled)

19. (Cancelled)

22. (Cancelled)

23. (Cancelled)

24. (Cancelled)

25. (Cancelled)

26. (Cancelled)

28. (Cancelled)

29. (Cancelled)

30. (New) A piste-maintenance tracklaying vehicle comprising:

an internal combustion engine, connected with a generator;

at least one electric motor, drivingly connected via at least one gear to at least one drive sprocket of at least one track, and being switchable as a current generator in an overrun mode;

electrohydraulic and/or electric accessory drives;

an electronic high performance device for controlling motors and accessory drives, wherein at least one electric accessory drive for a shaft of a rotary snow plow is synchronized with the electric motor of said drive sprocket and wherein the electronic high performance device is connected to the accessory drives to directly operate the accessory drives with energy gained by the electric motor, that is switched as a current generator in the overrun mode.

31. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein a planetary gear is arranged between electric motor and drive sprocket, and a steering gear is arranged in the case of only one electric motor for the drive sprocket of both tracks.

32. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein an energy buffer is fed by said generator or by said electric motor which operates as a generator.

33. (New) The piste maintenance tracklaying vehicle according to claim 30, wherein said internal combustion engine comprises an electronic engine control.

34. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein said electronic high-performance device is centrally arranged in said tracklaying vehicle for distributing energy to all consumers and for energy feedback.

35. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein all components of said tracklaying vehicle are composed in the manner of modules.

36. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein a winch with an electric accessory drive is capable of feeding back energy to the electronic high-performance device during downhill driving.

37. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein said electronic high-performance device or a vehicle control unit, respectively, is connected to a setpoint transmitter and comprises an electronic evaluation device at least for determining consumption-optimum speeds for said internal combustion engine.

38. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein a gear ratio of the snow plow shaft to the drive sprocket is adjustable.

39. (New) The piste-maintenance tracklaying vehicle according to claim 37, wherein said setpoint transmitter is designed as an accelerator for controlling speed and for braking purposes.

40. (New) The piste-maintenance tracklaying vehicle according to claim 39, wherein a predetermined setpoint is a set point of an electric motor speed.

41. (New) The piste-maintenance tracklaying vehicle according to claim 40, wherein the setpoint is convertible by the electronic high performance device into a speed which is predetermined for said internal combustion engine.

42. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein said electronic high performance device comprises a control for determining a consumption-optimum speed.

43. (New) The piste-maintenance tracklaying vehicle according to claim 30, wherein said vehicle has a safety logic for starting and stopping purposes, said logic sensing at least a position of a traveling direction switch, an actuation of an accelerator and of a parking brake.